

Comment Summary

Pedestrian and Bicycle Plan Public Meeting, February 28, 2012

The sign-in sheet had 48 names on it. Four comment sheets described hereafter were distributed and the number turned in at the meeting and mailed in afterward was:

- Complete Person-Powered Transportation System - 29
- Off-Street Paths - 29
- On-Street Bicycles - 42
- On-Street Pedestrian - 21

Complete Person-Powered Transportation System

The Person-Powered Transportation System includes the on-street pedestrian and bicycle systems and the off-street path system. Facilities provide various levels of skill and comfort for recreation and transportation and for inexperienced and experienced users. After reviewing each of the three systems exhibited, please offer comments regarding how the current systems can be improved as a complete system for person-powered transportation. Your responses and comments allow staff to identify and set priorities for development of a complete person-powered transportation system.

1. How do you use the person-powered transportation network?

Purpose:

Recreation: 22

Transportation: 25

Mode:

Walk: 17

Bicycle: 26

Run / Jog: 8

Other : 0

Facilities:

On-Street sidewalks: 15

On-Street bicycle: 25

Off-Street paths: 23

2. If transportation, what is your primary destination?

- a. Work (14)
- b. Shopping (6)
- c. School (3)
- d. Home (2)
- e. Errands
- f. Recreation
- g. Downtown Springfield (4)
- h. Nature Center (2)

- i. Willard School area
- j. S. Campbell
- k. Everywhere, bicycle is 90 % of my transportation
- l. Use more for in-between destinations, short trips, not to move car
- m. JHA south Battlefield
- n. Chestnut & Main
- o. Missouri State University
- p. Mama Jean's
- q. Normal & market
- r. St. John's
- s. 65 Highway
- t. Ozark Fitness
- u. Library Center
- v. Drury University
- w. James River Power Plant
- x. Parks
- y. Auto repair shop
- z. Downtown parades & events

3. How can all facilities be integrated into a complete transportation system for all users?

- a. Education (5)
 - i. Educate motorists that bikes are legally able to use the city streets and acceptable ways to pass cyclists (3)
 - ii. Educate cyclists not to hop from street to sidewalk as it confuses motorists
 - iii. Educate public on what a sharrow is and means
- b. Connectivity, some routes just end
- c. Connections between facilities
- d. Linking the existing greenways trails
- e. Connect residential with shopping
- f. Planning a comprehensive grid that works in our city
- g. Sharrow The Link, Sharrow the bike routes, Sharrow all roads 25 mph or less
- h. Put bike lanes on roads 25 – 40 mph
- i. Work with businesses to provide bicycle parking
- j. More paths linking neighborhoods to neighborhood businesses
- k. Adequate connections between bicycle and walk paths

- l. Connecting all paths to become a network is the most important aspect of a system. Having an unreliable path that starts and stops is confusing to the user, dangerous for the user and surrounding traffic, and does not support an easy alternative transportation path.
- m. Marked bike lanes (2)
- n. Marking/designating public streets
- o. More bike lanes would aid in pedestrian/vehicle dynamic
- p. Paint a bike lane on Kearney Street, West Bypass, and Chestnut Expressway
- q. More greenway trails
- r. Making additional greenways type trails
- s. Time lights to favor cycling & pedestrian speeds, with automatic walk signs at light changes
- t. Provide road bed traffic sensors sensitive to cyclists at traffic lights
- u. Time lights for generous crossing times
- v. Providing multi-modal options at high traffic locations
- w. Making sure businesses are more accessible from facilities
- x. Planning
- y. Consider integrating alleys into system
- z. Friendly drivers
- aa. Keep cycling and pedestrian paths as separate as possible
- bb. More facilities on south side of town. Work commuting on south side is very difficult to get to safely and efficiently.
- cc. Slowing traffic down on streets that aren't those highly traveled ones
- dd. Facilities such as restrooms and convenience stores need to be considered
- ee. Separate is not equal. Putting bike paths on side streets and meandering roads is not adequate for a transportation system. It also does nothing for driver awareness when biking on streets other than "bike paths"
- ff. Internet and paper maps with all system components [Springfield currently is experiencing a critical change in the details related to transportation. In order to better utilize the proposed system the city must develop an easy way for the new users to learn about how to navigate the city using these methods. Internet maps and paper maps will help. But these must include all systems on one map. Otherwise it is difficult to see how a person might use the bus and trails together to navigate.]
- gg. Penalties for incorrect driving
- hh. Need more bicycle friendly riding in commercial parts of town – Battlefield Road east

- ii. Bus passengers, walkers, hikers, cyclists all have different needs. Don't try to accommodate them on the same paths. Where you can create synergy is where these paths cross. Pleasant bus stops that act as trail heads, bike and pack storage areas, parking areas, and mini-parks would improve all of these systems (and allow folks to switch modes in one journey).
 - jj. WiFi at the "transport spots" would make bus waits productive
 - kk. Places to plug in electric cars
4. "The Link" is a concept to use low traffic volume, low-speed streets as connectors between greenway paths and activity centers. Do you think "The Link" is an effective concept for providing a transportation system for all users? What additional features are needed to make it more effective?
- a. Yes (2)
 - b. The Link will be a great start. Let's get sharrows put down right away, before community support starts to evaporate. (2)
 - c. Concept is great. Plan is not specific enough.
 - d. Better signage, dedicated lanes
 - e. Good idea. I used my own "link" of low volume streets for 30 years, but real bike lanes not just painted lines on a narrow road
 - f. Yes, the link is an excellent concept. Developing it to serve major activity centers (universities, hospitals, employers, etc.) would help a great deal.
 - g. I would love to see this all over town
 - h. Yes, clear markings
 - i. The Link is great to educate but it does not connect all. Many cyclists will not use the link because of the big hill on John Q. north of St. Louis by the creamery.
 - j. Kimbrough would make a great bike route and bike lanes would be an easy adjustment
 - k. Connection to shopping locations
 - l. Yes, complete more on the north side (north of I-44)
 - m. I like it. Would like to see more N-S and E-W links
 - n. Yes, I think it makes the best use of existing City infrastructure
 - o. It will be an effective north-south corridor through town that is definitely needed. It is important to me that the crossings of the bigger intersections (Kings & Sunshine/Sunset) are set up for the most safe crossing possible

- p. Yes, Aesthetic improvements will also help. Pedestrian corridors must provide attractions for someone moving through a space at pedestrian speeds.
- q. Yes, clearly marked crossings, maybe signage to alert motorists to the presence of cyclists/pedestrians would be a help.
- r. Yes, more means to get to the south side of town. The proposed idea show was a great idea and one that should be implemented
- s. Educating the masses that are travelling on those streets. Educating the community is the key.
- t. Yes, great idea. Make more than one.
- u. Absolutely – Probably rest areas strategically placed along path, possibly near public transportation stops
- v. No- putting bicyclists on side streets only reinforces the view of them as second class citizens! The safety of bicyclists would be better served by driver education on who has the right-of-way. Distracted drivers are the number one threat to bicyclists and pedestrians. VISIBILITY of bicyclists and pedestrians must be increased, not decreased.
- w. Yes – it is an excellent idea. The public needs to be made aware of these link locations and how they can use them. Also finishing the proposed link paths will be great, as currently Jordan Valley Park is not easy by bike. (At least, the last time I went through - Dead End). Signs would help.
- x. More conspicuous signing, more paths/roads, & public education of what it is.
- y. “The Link” will help. Any effort will help. But until Springfield makes the main streets bike friendly we may never see a significant shift. Bike and car must coexist in order for any lasting change to take hold.
- z. I believe “The Link” would be a great idea. Would like to see it use dedicated bicycle trails to make connections.
- aa. Eliminate on-street parking on these streets (bane of bikers). To mitigate resistance, “green” one side of street (eliminate as many drives as possible – improve alley access) and leave parking on other, make one street northbound & the next linkway southbound, etc.

Other Comments:

- More bike lanes
- It is virtually impossible to bike on or to Republic Road

- It is impractical to bike to the Nature Center or Valley Water Mill
- There are all types of cyclists out there. Not all people are going to wear an orange vest or wear a helmet or signal. Keeping in mind that our youth is very powerful if we focus on educating them it will be beneficial in the long run.
- Drivers need to be more aware of the existence of bicyclists and pedestrians. This is not served by shuffling them off to side streets. It is also not safe to put them on streets not wide enough for 2-way traffic.
- The public needs to know the HOW, WHERE, & WHY of the link and other city-provided paths. Cyclists, drivers, & pedestrians need to know the basics of how to interact on sidewalks and roadways. Too often I see cyclists on sidewalks downtown, cars passing too close to cyclists, cyclists weaving on the sidewalk to the road and back – all unsafe driving/cycling habits. Public service announcements educating the public is crucial to having safe riding conditions & getting people out there.
- JQH/Sherman @Chestnut Exp (at OTC) would really benefit from a pedestrian crossing. Not only does it receive much foot traffic during Cardinals games but the light will not recognize a cyclist. It presents situations where one is almost forced to cross illegally or wait forever.
- Another great way for Springfield to experience growth in this area is to improve health in the community by creating areas that attract youth participants. In the world of cycling (especially mountain biking) gravity sports play a big role in shaping what is popular. This includes a variety of types of riding: downhill, dirt jump, skate-park ramps, free-rides slope style, and others. These types of riding would see a lot of people (especially youth 6-15) drawn to use and contribute to the efforts the city is currently trying to develop.
- Love the concept. Hate the name. “Link” sounds too much like work; and like the journey is means to an end. We want streets that are pleasant enough that the journey is ½ the enjoyment. Link (verb) the bus system to an expanded “greenways” system.
- Public “volksmaars” – walking events are popular in Europe. Design at least one large loop in system to allow for walking events.

Off-Street Path System

The off-street path system includes greenway and rail trail paths separate from the street right-of-way. There are approximately 30 miles of greenway paths in 13 segments in or near Springfield and the Frisco High Line Trail from Springfield to Bolivar. Please review and offer comments regarding the current greenway path plan and path system shown on the exhibit "Greenway Trail Plan". Your responses and comments allow staff to identify and set priorities for improvements to the off-street path system.

1. How do you use the off-street path network?

Recreation: (27)

Walk: (9)

Roller blade: (1)

Transportation: (15)

Bicycle: (27)

Occupation: (1)

Run / Jog: (11)

2. If transportation, what is your primary destination?

a. Work (8)

b. Shopping (4)

c. School (2)

d. Errands

e. Recreation

f. Downtown (3)

g. Trails

h. Republic Rd. & South Campbell

i. Park

j. Recycle Store

k. Jack Henry, Hwy 65 & Battlefield

l. Nature Center

m. Rupert Studio off Glenstone from Drury

n. Mama Jean's (both locations)

o. County roads

p. Midtown

3. How many miles per month do you use off-street paths?

a. >100 3

b. 51-100 5

c. 21-50 4

d. 11-20 6

e. 5-10 6

f. <5 3

4. Describe how the current path network does and/or does not meet your needs.
 - a. Not connected to my home, work, or shopping (5)
 - b. Too fragmented. Connect paths to one another (5)
 - c. Works well for recreation (3)
 - d. Connect paths to one another and to bike route system (3)
 - e. Greenways would be safer if they were striped down the middle to designate lanes. They do this in St. Louis.
 - f. Incorporate more businesses to allow errands to be completed.
 - g. Need a way to cross Commercial Street between National Ave. & Glenstone Ave.
 - h. Jordan Valley is fun, good connection
 - i. Dead end at Lone Pine is a big hindrance. I have cut down my use of greenways trail 90% since the trail was closed at Lone Pine
 - j. Would like trail loops rather than out and back
 - k. Would like to see a single track mountain bike trail paralleling South Creek
 - l. Provide connections from inside City to the exterior
 - m. Need south connection for south end
 - n. Midtown is disconnected from paths in the south part of the City [Chestnut Expressway and Sunshine Street are barriers]
 - o. Springfield does not accommodate gravity riding
 - p. Current system not bad; would like to see longer routes or more connections of shorter routes
 - q. Can't get to it; too far away
 - r. South end of the Frisco High Line is boring to walk
5. Where would you like to see additional pedestrian-bicycle paths? Identify barriers that keep a path from being complete in that location and opportunities for overcoming those barriers.
 - a. Connect Drury/OTC to Jordan Valley Park (3)
 - b. Jordan Valley from OTC to west of downtown (2)
 - c. Along Hwy 65 (2)
 - d. We need to complete "The Link" to tie the greenways together and we especially need to get sharrows put down on the bicycle route, which would help tie them together.
 - e. Between center city neighborhoods, particularly Rountree, and businesses like grocery that are off-street
 - f. Rountree to Jordan Valley
 - g. Connect West Meadows to Mt. Vernon Street

- h. Connect Grand/Kansas Expressway intersection to trail system
- i. Along railroad tracks that cross Cherry Street
- j. Anything N/S connecting north side of town
- k. Near Hwy 65 & Battlefield Rd
- l. Valley Water Mill Park to downtown
- m. Wilson Creek from Republic Road to Wilson Creek Battlefield
- n. Connection between Republic Road and Wilson Creek Trail
- o. Downtown to Nixa
- p. Downtown to Republic
- q. West past airport
- r. Path connecting from north side to Phelps Grove and Nature Center
- s. Safe access to lightly travelled county roads
- t. Connect fragments of South Creek between Battlefield Road and US Hwy 60
- u. Radiating from downtown each direction
- v. More south of Republic Road
- w. South side needs the most help
- x. Open trails at Hwy 60/65 interchange
- y. More mountain bike trails
- z. Frisco HT to Ritter Springs & Relter Springs
- aa. Center city
- bb. Valley Water Mill to Sac River mountain Bike Trails Use a bike lane on Division west of West Bypass to get over Interstate to airport
- cc. Bike facilities at the airport?
- dd. Rentals for the High Line Trail?
- ee. A way to get to the High Line Trail that avoids riding along West Bypass or Kearney (as presently configured)

- 6. What is most important to you to make the path system more useable?
 - a. They need to be connected into a network (12)
 - b. Accessibility from neighborhood (2)
 - i. (Rountree)
 - c. My access is Jordan Valley. Connect it to something, please.
 - d. Greater visibility
 - e. Consistent lanes or paths
 - f. Unpaved trails. Pavement is un-natural, polluting, unfriendly on joints for walking and running, takes away from experience of being in nature.
 - g. Less traffic
 - h. Connect South Creek Trail to Galloway Trail

- i. Open trail under Hwy 60/65
 - j. Safe access along & across Republic Road
 - k. Provide on-street bike routes / bike lanes to trail heads
 - l. Wider paths
 - m. Safe
 - n. Educate individuals on walking & biking on trail with others
 - o. Trail diversity
 - p. Accessible
 - q. Facilities
 - r. Sustainability
 - s. Scenery
 - t. Distract for congestion
 - u. Accessibility to businesses
 - v. Proximity to midtown
 - w. Opportunities for freeride and downhill single track riding
7. Describe how the width, grade, low water crossings, etc. affect your ability to use the paths as you wish and what you would like to see changed.
- a. Current standards are fine (9)
 - b. Wider paths (Reduce potential collision with pedestrians & bicyclists) (5)
 - c. Water prevents consistent use (2)
 - d. More natural mulched, gravel, or dirt trails and less pavement
 - e. Some grates are not roller blade friendly
 - f. Dog walkers & baby strollers can create hazards
 - g. Jagged rocks next to trails are scary & dangerous
 - h. Mud and water collect in the underpasses
 - i. A contour bench cut single track with a 15%+ grade & a grade reversal every 50'
8. Do you think the current path network could be an effective transportation network?
- a. Yes (4)
 - b. Yes, but need better system (6)
 - c. Yes for those that live close to trail heads
 - d. No (11)
9. How does it need to be changed to be used as an effective transportation facility?
- a. It needs to be connected into a network (6)

- b. More paths (5)
- c. Some need to be wider and in some cases have separate lanes for pedestrians and bikes (as in Tulsa) (2)
- d. Incorporate bike parking with businesses maybe bike sharing as well.
- e. Complete N/S and E/W routes through town and connecting towns
- f. Provide information on what can be accessed from points on the trails
- g. Connect high density residential neighborhoods to high density retail areas
- h. Provide connections to shopping areas
- i. It could provide a safe attractive network for commuters & students
- j. Extend Jordan Creek and Fassnight Creek west to provide connections to downtown & MSU
- k. Too dangerous
- l. Provide connections to high employment / activity areas
- m. More education of ease of commuting by bike
- n. More visual markers to educate motorists
- o. Facilities placed strategically so as to be able to avoid much deviation from routes
- p. Make public aware of how, where, and why
- q. Provide an on-street network to support disconnects in trail system with better signs and markings than are now used showing routes and trail heads
- r. Does not currently cover enough ground and mostly run in residential areas.
- s. With our weather, these paths will only be used as supplemental transportation for elective trips – but that is a positive to add to the quality-of-life benefits of linear parks and exercise.

Other Comments:

- Having a total network of greenways for transportation would be the ultimate system.
- Greenway trails are wonderful for the community. OGI is doing a wonderful job. Would like to see more people using trails
- Need better clean up and maintenance on existing pathway. Particularly South Creek where debris & clutter in creek is very unsightly. I would be willing to participate in a volunteer clean-up team.'
- Public service announcements on the where, how, and why on city-wide paths would be a leap in the right direction
- People are attracted to trails for fun. Freeride & gravity riding are fun and can be safe.

On-Street Bicycle System

The on-street bicycle system includes streets that are marked as bike routes, streets that are marked with bike lanes, and streets with side paths (wide sidewalks beside street). Springfield has approximately 60 miles of street signed as bike routes and five miles marked with bike lanes. Please review and offer comments regarding the current bike plan and bike route system shown on the exhibit "Bicycle System Opportunities and Barriers". Your responses and comments allow staff to identify and set priorities for improvements to the on-street bicycle system.

1. How many miles per week do you bicycle?
 - a. >100 5
 - b. 51-100 8
 - c. 21-50 12
 - d. 11-20 4
 - e. 5-10 5
 - f. >5 3
2. How many miles per week do you bicycle on streets in town?
 - a. >100 1
 - b. 51-100 6
 - c. 21-50 12
 - d. 11-20 5
 - e. 5-10 8
 - f. >5 5
3. What is your primary purpose or destination when you bicycle?
 - a. Work (16)
 - b. Transportation & Recreation (6)
 - c. Fitness (6)
 - d. Transportation (5)
 - e. Shopping (5)
 - f. Downtown (3)
 - g. MSU (3)
 - h. Recreation (2)
 - i. Coffee shop (2)
 - i. Coffee Ethic
 - j. Exercise on county roads (2)
 - k. Errands
 - l. Drury University

- m. Rountree neighborhood
- n. Sunshine & Glenstone
- o. Nature Center
- p. Short trips in town

4. Identify any streets that you do not think are appropriate for bicycling.

- a. Glenstone (20)
- b. National (16)
- c. Sunshine (13)
- d. Campbell (12)
- e. Chestnut (12)
- f. Kansas Expressway (12)
- g. Battlefield (11)
- h. Kearney Street (9)
- i. Most thoroughfares (large arteries) (7)
- j. Republic Road (6)
- k. Grand (3)
- l. Fremont (2)
- m. Jefferson (2)
- n. Lone Pine Avenue (2)
- o. Seminole (2)
- p. Any street with speed above 40 mph
- q. Any street with speed above 35 mph
- r. Narrow streets
- s. Broadmoor Street
- t. Catalpa
- u. Cherry
- v. Eastgate
- w. Fort Avenue
- x. Kimbrough
- y. Kings
- z. West Nichols between Broadway and Grant
- aa. Scenic
- bb. West Bypass
- cc. Division
- dd. None

5. Identify any streets that you think present opportunities bicycle lanes.

- a. Fremont (8)
- b. Kimbrough (7)
- c. National (7)
- d. Jefferson (6)
 - i. Eliminate one of two southbound lanes and add bike lanes
- e. Any/all of streets listed in 4 above (3)
- f. All streets should be (3)
- g. Cherry Street (3)
- h. Glenstone (3)
- i. Grand Street (3)
- j. Sunset (3)
- k. Sunshine (3)
- l. Walnut (3)
- m. Division Street (2)
- n. Grant Avenue (2)
- o. Nichols Street (2)
- p. Republic (2)
- q. South (2)
- r. All streets that are 40 mph or less
- s. Remove parking on W. Nichols between Broadway & Grant & reduce speed to 25
- t. None are wide enough
- u. Atlantic
- v. Bennett Street
- w. Catalpa
- x. Chestnut Expressway
- y. Commercial Street
- z. Eastgate from Sunshine to Division
- aa. FortHolland
- bb. West Kearney Street
- cc. Kansas Avenue (parallel Kansas Expwy)
- dd. Kings Street from Phelps Grove Park to Cherokee Street (barrier is crossing Sunshine St.)
- ee. Luster
- ff. Mt. Vernon
- gg. North National
- hh. Nettleton Ave between Battlefield & Sunset
- ii. Norton Avenue

- jj. Portland
- kk. Primrose
- ll. Rogers (Monroe to Belmont)
- mm. Seminole
- nn. US Hwy 65 side path
- oo. West Bypass (2)
- pp. One way sections of Campbell Ave. & Jefferson Ave.
- qq. Any street close to campus

6. Identify corridors that should be developed as a continuous bicycle facility from north city limit to south city limit and west city limit to east city limit. Identify barriers that keep each corridor from being complete and opportunities for overcoming those barriers.

- a. South Fremont Avenue (4)
- b. Glenstone Avenue (4)
- c. Chestnut Expressway (3)
- d. Cherry (eliminate parking for bike lane) (2)
- e. Division Street (2)
- f. Kansas Expwy (2)
- g. Kearney Street (2)
- h. National Avenue (2)
- i. Republic Road bike lanes (2)
- j. Need a grid of streets to get from center city to out of town (2)
- k. Battlefield
- l. Benton / Kimbrough
- m. Bennett
- n. Catalpa
- o. Evergreen Street (parallel to I-44)
- p. Grant Ave.
- q. Jefferson
- r. Kimbrough Avenue needs sharrows through the downtown area
- s. Kimbrough eliminate twtl for bike lanes
- t. The Link
- u. Primrose Street
- v. Seminole Street
- w. Sunshine Street
- x. Parallel to US 65
- y. West Bypass

- z. West Bypass corridor
 - aa. Railroad ROW from downtown to Galloway Trail
 - bb. East-west to get to work. Suggest Nichols & Mt. Vernon for bike lanes, one eastbound and one westbound
 - cc. Barriers
 - i. Lack of dedicated bike lanes
 - ii. Crossing major streets without traffic signals
 - iii. James River Freeway
 - iv. Battlefield Road
 - v. Jefferson is one-way north of Grand
 - vi. Sunset breaks up east of Glenstone
7. Do signs and markings provided by the city for bicyclists provide sufficient guidance and control for you to feel comfortable bicycling on streets designated as bicycle facilities?
- a. Yes (8)
 - i. On local streets and streets that have bike lanes
 - b. No (13)
 - i. On mid-sized [collector] streets
8. Describe what signs, markings, lane width, information, or other element is needed to further improve your comfort.
- a. We need sharrows on the bike routes to let motorists know that bicyclists belong there (8)
 - b. Designated bike lanes (7)
 - i. Midtown to South Campbell
 - ii. West Bypass
 - iii. West Kearney Street
 - iv. Chestnut Expressway
 - v. On mid-sized [collector] streets
 - c. Provide education of the public: (7)
 - i. regarding routes & commuting in mass media (2)
 - ii. on what a sharrow is and means
 - iii. operation of cyclists and motor vehicles sharing the roadway (4)
 - d. More signs needed (6)
 - i. Caution signs for drivers (2)
 - ii. Better directional signing
 - e. Signs are not enough. (3)

- i. Need bike lanes
 - ii. Need more markings
 - iii. Need directional markings
- f. More signs and markings (2)
- g. Provide a pavement marking at the traffic signal detection zone
- h. Need markings on Walnut Street
- i. Route markers for visitors & those unfamiliar with routes
- j. Add signage showing 4-foot [passing] distance for bike from car
- k. A route map on the sign at intervals
- l. Add more pavement markings
- m. Vertical signage is already too distracting
- n. Improve information at end & beginning of bike lanes
- o. Separate bike lane with parked car [bike track]
- p. Pedestrian signal on Sherman at Chestnut Expwy.
- q. A clear white line car space/bicycle space
- r. I am only happy on paths with some physical division from cars
- s. Markings on West Battlefield off West Bypass (Kauffmann Rd?)

Other Comments:

- The stripes on the Benton Bridge need to be refreshed
- “Lanes” on Kimbrough should have bike lane symbols
- Commute from Willard to downtown Springfield
- After seeing what other cities have done with real bike lanes, not just a two or three foot painted stripe along the road, Springfield has a long way to go. Infrastructure and public education on bike lane vs. sidewalk.
- Priorities
 - Complete “The Link” under Chestnut Expressway
 - Sharrows instead of bike lanes in door zones
 - Develop/air PSA’s to educate cyclists and drivers in regard to cycling safety and rights
- Too timid to ride on streets, even bike routes like Fremont are threatening
- Fremont needs traffic calming because new traffic signal at Monroe will divert some traffic to Fremont
- Add share the road information when people renew their driver’s license j—a video showing proper passing/sharing with cyclists would be great.
- PSA about sharing the road as well as fitness info to encourage adults to try cycling for their 2 mile trips

- By striping or building bike lanes on our major streets it will send a message that biking is important to this community and will be a reminder to the public at large that is an alternative. I hear from people all the time that they don't know what route to take to get to "x" when "x" is on a major street. Put the bike lanes where people need to go and they will use them.
- I'm happy with the steps that Springfield is making towards a bike friendly city. I hope to see a positive change in public opinion towards bikers on the street. That's the greatest threat we face.
- All streets must be friendly to bicycle traffic for cycling to become a viable alternative to powered vehicles. The city needs to make sure that all storm water drain gratings are designed for cyclists. There are too many gratings in Springfield that force cyclists into traffic, especially on very fast, busy streets. Traffic calming is also important. High speeds do not allow cyclists to ride as vehicles, using left hand turn lanes, if the traffic is too fast.
- Cyclists riding as vehicles are not heavy enough to trigger traffic light sensors in the road bed, and a cyclist can interrupt traffic flow if cars do not pull up behind him/her to trigger sensors at busy intersections. We need signals that note the presence of cyclists in traffic lanes at traffic lights.
- Make texting while driving illegal within city limits and prosecute offenders aggressively. Drivers who text are a huge hazard to cyclists and pedestrians.
- National needs to be slower south of Grand Street to allow cyclists easier access to left turn lanes.
- I think most people manage to ignore share the road signs, for example, through MSU's campus, people tailgate even though it's brightly lit & well marked. Maybe we need a campaign with more information on safety passing cyclists, etc. (I don't think most people know you're supposed to pass a bike like you would a car with a full lane, for example) also many motorists go around me at stop signs, even if I signal that I am turning. People seem to be generally unaware that you're supposed to treat a bike on the road the same way you would a car.
- Have ridden off & on to work for years. Used to try to walk to work on East Sunshine east of Glenstone to east of 65; very difficult without sidewalks.
- It is not always clear that bike lanes are beginning or ending, so motorists may not expect cyclists entering the normal traffic lane. Lanes are also not marked around intersections, raising the probability of collision with right-turning drivers. Bike boxes are a potential solution. Sharrows should be used where bike lanes end to indicate that cyclists are beginning to use the normal traffic lanes.
- Bike lanes are being placed directly next to parking spaces. I am happy that infrastructure is being increased; however, placing the lanes like this is counter-

productive. As it is, cyclists who use the lanes are in the 'door zone' placing them at risk of striking opening car doors. There should be a buffer distance next to parallel parking to keep cyclists safe from being doored. I would rather, by far, have sharrows than a dangerous bicycle lane.

- My commute to work takes me across James River Freeway via Kansas Expressway. This route is terrifying and there is no alternative.
- My biggest concern is drivers feeling like as a biker I have no right to the road.
- My biggest complaint about life in Springfield is the absolute need to a car. My quality of life would improve with safer sidewalks, crossings, and bike lanes. As a busy working parent, if commuting were easier, I could use it as an outlet for exercise. I would GLADLY vote for any tax increase to fund improvements.
- The City of Springfield has a growing cycling community, and I am glad meeting like this are being made available to get our opinions. With that said, I would like to see more signs for cyclists and drivers alike so both feel safe on the road. I have many buds who have been hit by cars, including myself, while cycling and it was the driver's fault. If more drivers were aware of cyclists on roads that are popular to cyclists, then less of these events will occur.
- Need more education in schools. Being involved with the youth will only better our future for pedestrians that are walking and riding.
- I appreciate the city working toward a greener & healthier avenue.
- Bike paths on poorly lit residential streets that are too narrow for 2-way traffic are a cruel joke. S. Jefferson is SCARY. There are drop-offs on the right and too narrow streets. There is also gang activity on some streets.
- Unless you have a map of the bike routes you don't know where it goes. There are not clear markings when the path changes streets.
- There needs to be DRIVER education! Drivers are not courteous and are plain distracted! Most drivers assume they have the right-of-way since they have a CAR! I was hit by a car because the driver was only concerned about car traffic, and not bicycles.
- A PSA or marketing campaign (look at NYC, they have a great ad campaign now) on safe cycling tips, what the laws are, and how to treat cyclists on the road would greatly improve the cycling experience. My suggestions: Where, how, & why on the city-wide bike lane & paths
- Sherman at Chestnut receives a good amount of cycling traffic due to the colleges. However, the light at that intersection does not recognize a cyclist. A push-button pedestrian crossing should be implemented.
- When I am driving I use Glenstone a lot. I always watch for cyclists. It is not uncommon for me to see cyclist struggling to ride down the grass sides of Glenstone. So much it has

work dirt paths in many areas. The barrier is bringing cyclists to the forefront instead of providing token area for cyclists.

- Greenway trails are easy to follow and there are more miles of greenways than bike route. Take advantage of that.
- Great plans – but the devil is in the detail. Don't put too many bicycles in a narrow traffic mix.
- I think the lane marking provide bicycles with a false sense of security
- Please do not encourage more bicycles on Seminole between national (St. John's) and Ventura (Pershing) without widening street and getting sidewalks at the same grade as the street.
- Overall – I enjoy biking on quiet streets but I hope you don't think it is smart or safe to add bikes where traffic is heavy.
- I would love to ride in the city for fitness. Currently, however, I do not feel safe doing so.
- Street crossings are important.
- Bridges, underpasses across barrier highways needed
- More four-way stops in neighborhoods would help, too.

On-Street Pedestrian System

The on-street pedestrian system includes public sidewalks and other public walkways providing connections to schools and through blocks and signals, signs, and markings to provide information, warning, and control where the pedestrian path crosses the path of motor vehicles on public street right-of-way. The City of Springfield has programs to address school walking routes, access to the bus system, and accessibility for all users. Your responses and comments allow staff to identify and set priorities for improvements to the pedestrian system.

1. How many miles per week to you walk?
 - a. >20
 - b. 11-20 3
 - c. 5-10 13
 - d. <5 4

2. What is your primary purpose or destination when you walk?
 - a. Recreation (6)
 - b. Exercise (5)
 - c. Work (2)
 - d. Shopping (2)
 - e. School
 - f. Daily activities
 - g. Getting children to school
 - h. Combine enjoy sunshine, exercise & short errands
 - i. B/T places
 - j. Short distances
 - k. Don't want to move car
 - l. Downtown lunch
 - m. Walk the dog
 - n. MSU

3. Rank (with "1" being most important) each of the following elements of the pedestrian transportation system.

Rank elements of pedestrian transportation system (with "1" most important)									
Element	1	2	3	4	5	6	7	8	T
Sidewalks along bus routes	I	I	III	III	II	I	I	I	5-67
Sidewalks on school routes within one-half mile	III	III	I	III		II	I		2-89

of schools									
Sidewalks along streets with retail businesses	II	III	I	I	III	I	III		4-69
Sidewalks to streets with bus routes		I	I	IIII	II	III			6-55
Sidewalks on all arterial (e.g. – Sunshine) and collector (e.g. – Bennett) streets	IIII	III	IIII	III	II				1-100
Filling in gaps in sidewalk system (for continuity on one or both sides of street)	IIII	III	II		I	III	I		3-88
Ramps where sidewalks cross streets	I	I	I	II	II		II	II	8-45
Width of sidewalks		I	I		I		III		9-23
Buffer between sidewalks and roadway	I	I	III	I	I	I	I	II	7-49
Street lights to illuminate sidewalks and street intersections		I		I		II	I	IIII	11-19
Shorter distance between signalized crossings on arterial streets			I				I	I	12-9
Length of time from pushing button at traffic signal to getting WALK signal		I	I	I		I		II	9-23
Length WALK interval to cross streets at traffic signals					II			I	13-9
Connections from sidewalks to buildings			I						15-6
All corners ADA compliant	I								14-8
Driver's education provided	I								14-8
Amenities – benches, trash cans, landscaping, etc.					I				16-4

4. Describe and locate facilities (sidewalks, ramps, crossing signals, etc, from previous list) that you consider important to improve access to the bus system.
 - a. More ramps in older neighborhoods
 - b. Clear snow on bus stop walking routes
 - c. Continuous sidewalks with ramps
 - d. Signal push buttons accessible for children and wheelchair users
 - e. Connections should be clearly visible from bus stop to destination
 - f. More sidewalks
 - g. ADA ramp at Dollison & University
 - h. Sidewalks on both sides of major streets
 - i. Adequate crossing & signal for major thoroughfares
 - j. Sidewalks @ Glenstone & McClernon
 - k. Bus stops! Give me a decent place to wait on a bus & I will ford a creek to get there. (These can double as mini-parks to grab a sandwich for lunch, etc.)

5. Describe and locate facilities that would improve access and safety for children that walk to school.
 - a. More sidewalks (2)
 - b. Continue the current school sidewalk program
 - c. Walking school bus
 - d. Sidewalk system to 1.5 miles from each school
 - e. Wider sidewalks as you get closer to school for side by side walking
 - f. Variation to city standard sidewalk pattern (Stamp street names, bus line, or school route directions into concrete for wayfinding)
 - g. Improve bridge on Bennett between Campbell & Jefferson that is too narrow and frequently floods creating difficulty for Parkview students
 - h. Sidewalks for Truman Elementary
 - i. We still have sidewalks with gaping holes in them. Why don't we start with that...?
6. Where would you like to see additional sidewalks?
 - a. South side retail districts
 - b. Starting in the core and working out
 - c. Complete gaps on major streets like Glenstone, Kearney, etc.
 - d. National & Campbell better wider walks
 - e. West Nichols Street, Kansas to West Bypass
 - f. Everywhere
 - g. Cedarbrook north of Chestnut (to serve low income housing between Chestnut and Pythian
 - h. South Campbell & Battlefield
 - i. Vicinity (to/from) Library Center
 - j. Kansas
 - k. Glenstone Avenue
 - l. New Avenue and Fort Avenue to connect Walnut Street to College Street & West Meadows
 - m. Connect Grand pathway across Kansas Expressway to dog park & trail

Provide any other comments regarding the on-street pedestrian system.

- Continuous sidewalks further from major roads (separated by grass, etc.) would make me feel much safer walking with my 2-year old
- Continue with rework of neighborhood sidewalks including ADA ramps at corners
- East University needs to be reworked and ADA corners added

- My concern is to continue to progress with ADA ramps and improved sidewalks
- A system is only useful if paths connect. We can spend 80% of the resources for 10% of the benefits otherwise.
- When system reaches critical mass, we will see use pick up.
- Provide a meaningful program to “adopt” stretches of sidewalk/pathways – events, programs, contests, volunteer participation